

# The Hong Kong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4564.

日五月四日十三號光

WEDNESDAY, JUNE 8, 1904.

三拜禮

號八月大英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## BANKS.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYON. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIEN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARRS' BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.  
HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of a per cent  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HODSUMI,  
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$6,500,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
E. Goetz, Esq. N. A. Siebs, Esq.  
Hon. W. J. Gresson. H. W. Slade, Esq.  
A. Haupt, Esq. C. A. Tomes, Esq.  
H. Schubert, Esq. E. S. Wheeler, Esq.  
E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent per annum.  
For 6 months, 3 per cent per annum.  
For 12 months, 4 per cent per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 18th May, 1904. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ per  
cent per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 15th May, 1902. [21]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... \$1,000,000  
Paid up Capital ..... \$34,374

HEAD OFFICE—HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq. J. F. Focke, Esq.  
Creasy Ewens, Esq. G. C. Moxon, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months ..... 5%  
Hongkong, 4th February, 1904. [21]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow  
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:  
MESSRS. N. M. ROTHSCHILD & SONS, LTD.

UNION OF LONDON AND SMITH'S BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th April, 1904. [21]

TRADE

MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO. LIMITED,  
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,  
12, QUEEN'S ROAD, GENERAL

Hongkong, 15th April, 1904. [21]

[21]

[21]

## SHIPS.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI	SARDINIA ..... } MOJI and KOBE ..... } (Passing through the inland Sea.) C. C. Talbot, R.N.R. .... }	About 10th June	Freight and Passage.
SHANGHAI	BENGAL ..... } G. Phillips ..... }	About 16th June	Freight and Passage.
LONDON, &c.	COROMANDEL ..... } G. M. Montford, R.N.R. .... }	June 18th, Noon.	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th June, 1904. [4]

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

#### STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;

Shanghai Taels.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

H.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

#### PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN .....	THURSDAY, 9th June.
ZIETEN .....	WEDNESDAY, 22nd June.
SEYDLITZ .....	WEDNESDAY, 6th July.
ROON .....	WEDNESDAY, 20th July.
PRINZ REGENT LUITPOLD .....	WEDNESDAY, 3rd August.
PREUSSEN .....	WEDNESDAY, 17th August.
PRINZ HEINRICH .....	WEDNESDAY, 31st August.
GNEISENAU .....	WEDNESDAY, 14th September.
BAUERN .....	WEDNESDAY, 28th September.
SACHSEN .....	WEDNESDAY, 12th October.

ON THURSDAY, the 9th day of June, 1904, at Daylight, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain R. Pesch, with "MAILS, PASSES, SPECIE and CARGO, will leave the Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on TUESDAY, the 8th June. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 8th June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 8th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

#### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 6th June, 1904. [3]

## Intimations.

### LANE, CRAWFORD & CO.,

#### SOLE AGENTS.

DELICIOUS

PRESERVED

WITH

ITS

FRUITS.

NATURAL

SWEETS,

RICHNESS.

TEA,

COFFEE, &c.



#### PRICE—

Quarter tins 30c., Half tins 40c., One tins 60c.

Hongkong, 10th May, 1904. [3]

### COOLALTA WINES.

FROM THE

CELEBRATED COOLALTA VINEARDS,

NEW SOUTH WALES.

These Excellent Wines are strongly recommended to

Invalids.

BURGUNDY EXTRA QUALITY.

CLARET, FULL BODY, EXCELLENT FLAVOR.

CALDECK, MACGREGOR & CO.,

SOLE AGENTS.

Hongkong, 5th May, 1904. [42]

## Intimations.

### The Bovril Bottle

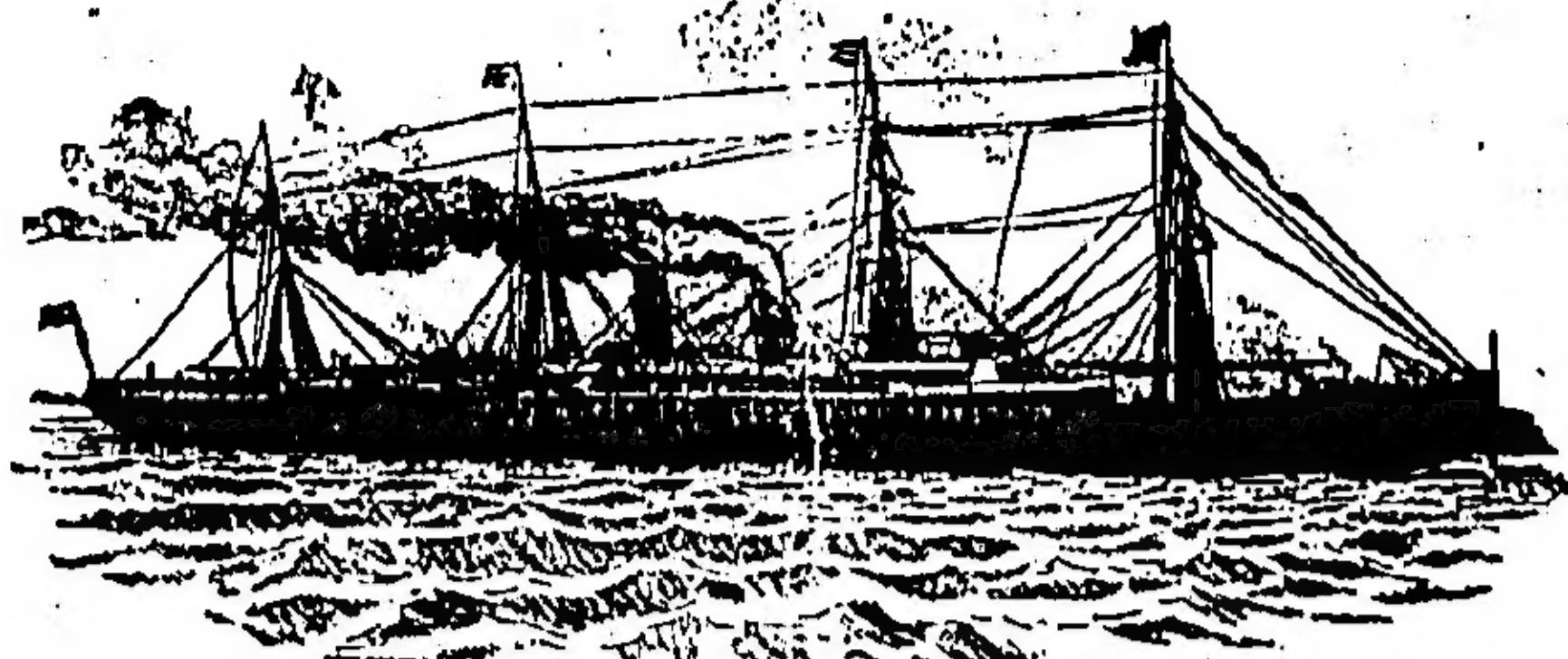
is familiar in the homes of  
Britishers the world over—in  
Great Britain itself Bovril is looked upon as the  
great national "stand-by" in case of failing  
strength. Bovril is the very embodiment of  
nourishment. It imparts strength in a most  
effective manner, and is, at the same time,  
extremely palatable.



JAPAN COALS.

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	.....	GrossTons	THURSDAY, 16th June, at Noon.
"CHINA"	.....	5,060	TUESDAY, 28th June, at Noon.
"DORIC"	.....	4,784	SATURDAY, 9th July, at Noon.
"SIBERIA"	.....	11,284	THURSDAY, 21st July, at Noon.
"COPTIC"	.....	4,352	TUESDAY, 2nd August, at Noon.
"KOREA"	.....	11,276	SATURDAY, 13th August, at Noon.
"GAELIC"	.....	4,205	...

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

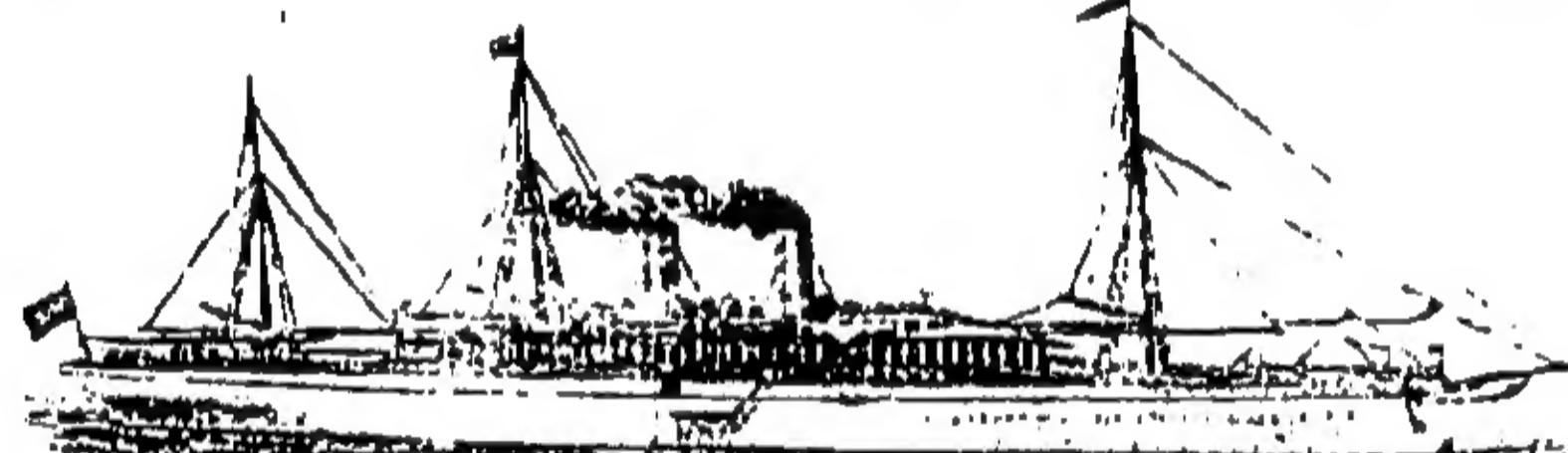
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 4th June, 1904.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC. "EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION). R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 22nd June. "EMPERESS OF JAPAN" 6,000 WEDNESDAY, 13th July. "ATHENIAN" 2,440 WEDNESDAY, 20th July. "EMPERESS OF CHINA" 6,000 WEDNESDAY, 3rd August. "TARTAR" 4,425 WEDNESDAY, 10th August. "EMPERESS OF INDIA" 6,000 WEDNESDAY, 24th August. Hongkong to London, 1st Class, £100. via St. Lawrence £60. via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (N.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 1st June, 1904.

## HAMBURG-AMERIKA LINIE. OSTASIASTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIEST, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SEGOVIA	{ HAVRE, BREMEN and HAMBURG	{ 14th June.	{ Freight.
Förde	{ (Calling at S'PORE, PENANG & COLOMBO)	{	{
BATAVIA	{ HAMBURG (DIRECT).	{ 28th June.	{ Freight.
Dempwolf	{ (Calling at S'PORE, PENANG & COLOMBO)	{	{
NURNBERG	{ HAVRE and HAMBURG.	{ 6th July.	{ Freight.
Jaburg	{ (Calling at SINGAPORE and PENANG).	{ 26th July.	{ Freight.
C. FERD. LAEISZ	{ HAVRE and HAMBURG.	{	{
von Hof	{ (Calling at S'PORE, PENANG & COLOMBO)	{	{
BADENIA	{ HAVRE and HAMBURG.	{ 10th August.	{ Freight.
Roerden	{ (Calling at S'PORE, PENANG & COLOMBO)	{	{
BAMBERG	{ HAVRE and HAMBURG.	{ 25th August.	{ Freight.
Militärf	{ (Calling at S'PORE, PENANG & COLOMBO)	{	{

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Building.

Hongkong, 7th June, 1904.

## TSU FAN

## DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM

OF DENTISTRY.

M. H. CHAUN, D. S.

37, DES VŒUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

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## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,367 tons.	Captain R. D. Thomas.
"POWAN,"	2,153 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,200 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.	Captain H. D. Jones.
"NANNING,"	509 "	C. Buchart.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special timetable.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons.	Captain T. Hamlin.
"NANNING,"	509 "	C. Buchart.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	58 tons.	Captain J. Wilcox.
"NANNING,"	509 "	C. Buchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

[13]

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	... JAVA PORTS AND MACASSAR	First half of June	JAPAN VIA SHANGHAI	First half of June
TJIMAH	JAPAN	Second half of June	JAVA VIA SINGAPORE	Second half of June
TJILATJAP...				

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports or through Bills of Lading.</p

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. A. S. WATSON & Co., Ltd., to Sell by PUBLIC AUCTION, TO-MORROW, the 9th June, 1904, at 11 A.M., at No. 36, Queen's Road Central, SUNDRY HOUSEHOLD OFFICE FURNITURE; ALSO ONE FULL-SIZED ENGLISH BILLIARD TABLE with ACCESSORIES, by BURROUGHS & WATTS, London; AND A Quantity of OLD ENGRAVINGS. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th June, 1904. [680]

## PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY, situated at Victoria, Hongkong, to be sold on FRIDAY,

the 17th day of June, 1904, at 3 P.M., by Mr. GEO. P. LAMMERT, Auctioneer, at his SALE ROOMS, DUDDELL STREET, Victoria.

THE Property is Registered in the Land Office as Inland Lot No. 796 together with the Buildings thereon known as Nos. 212, 214, 216, 218, 220, 222, 224, 226, 228 and 230, THIRD STREET, abutting on the North and West sides thereof on Battery Road and measuring thereon 278 feet 8 inches and 197 feet on the East side thereof on Inland Lot No. 797 and measuring thereon 195 feet, and on the South side thereof on Pokulam Road and measuring thereon 254 feet containing in the whole an area of 49,000 square feet and is held from the Crown for the residue of the term of 999 years granted by a Crown Lease of the Lot, dated the 17th day of June, 1882. Annual Crown Rent \$324.

For further Particulars and Conditions of Sale, apply to—

EWENS & HARSTON, Vendor's Solicitors, or to Mr. GEO. P. LAMMERT, Auctioneer.

Hongkong, 4th June, 1904. [685]

## Intimations.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375bs. net \$4.75 ex Factory. In Bags of 250bs. net \$2.85 ex Factory.

SHEWAN, TOME & CO., General Managers.

Hongkong, 15th August, 1903. [D]

## THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 &amp; 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [D]

## MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice House Road.

IS now in a position, in his New and Convenient Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

## GROUPS AND VIEWS

a speciality.

Hongkong, 2nd September, 1904. [D]

## THE NEW FRENCH REMEDY

TRADE THEAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricard, Rozen, Robert, Volpina and others, combines all the desiderata to be sought in a medicine of the mind, and cures every thing that is employed.

**THEAPION No. 1** is a tincture, made in a short time, often a few days only, removes all the venereal, uterine, ovarian, & other diseases, and cures the most serious diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the lower bowel, cough, bronchitis, and thoroughly purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 2** for the blood, nerves, glands, &c., & all diseases of the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 3** for the exhaustion, impotency, & all the diseases of the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 4** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 5** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 6** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 7** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 8** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 9** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 10** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 11** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 12** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

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**THEAPION No. 14** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 15** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 16** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 17** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

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**THEAPION No. 25** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

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**THEAPION No. 50** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.

**THEAPION No. 51** for the skin, & all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the teeth and ruin of health. It cures, purifies the whole system, so that the blood is purified and the body becomes lighter and more active.



## TELEGRAMS.

(Reuters.)

## The War.

London, 6th June.

The anxiety in St. Petersburg regarding the situation on the Manchurian frontier is increasing. Owing to the restlessness of the Chinese troops it is feared that General Ma will lose control over the forces under his command.

LATER.

All correspondents at St. Petersburg unite in affirming that General Kuropatkin has ordered a Southward movement to relieve Port Arthur. Some critics suggest that this unanimity is intentional, and intended to conceal a general retreat Northward, which a strong rear guard is demonstratively covering.

## Reported Cession of the Philippines to Japan.

The report current in St. Petersburg pointing to the eventual cession of the Philippines to Japan is emphatically contradicted in Washington.

## King Edward's Visit to Kiel.

In view of the efforts of the German press to represent the King's visit to Kiel as a political move of Great Britain; who being anxious to secure the friendship of Germany on the Bismarckian principle of re-insurances; the *Times* emphatically declares that the King's visit is dictated solely by considerations of international courtesy and family relationship, and that there is no political motive. It is believed that the *Times* in this declaration reflects the official view of the visit.

## PROPOSED PEOPLE'S LOAN IN CANTON.

A Canton letter states that, owing to the emptiness of the provincial exchequer of Kwangtung, a number of innovations which Viceroy Tsien is anxious to start in Canton, principally for the benefit of the inhabitants of that city themselves, cannot be started. His Excellency is therefore considering the floating of a People's Loan Fund in Canton at the rate of 8 1/2 per cent per annum, the bonds to be for Tls. 120 each. The loan is for ten years guaranteed by the revenues obtained by the provincial Government from the Fanta, Weising and other lotteries and gambling institutions licensed by the State in Kwangtung province. To further gain the confidence of investors the Commissioner of Customs at Canton will be asked to manage the flotation of the loan, and the funds obtained therefrom will be only used for the organization of a proper city militia and military police; the purchase of modern arms; the construction and repairing of a local railway; the establishment of waterworks; and other innovations for the benefit of the people of Canton and the vicinity.—N. C. D. News.

## SEVERAL VESSELS ON FIRE.

## AN EXTRAORDINARY OCCURRENCE.

The *Morven*, *Cairlock*, *Labuan*, *Zilla*, *King Robert*, *Vermont*, *Woodbridge*, and *Nordpol* that recently arrived at Bombay from Calcutta all came into port on fire.

In fact they arrived in so dangerous a condition that each had to be moored clear of the shipping.

While endeavouring to play the hose on the fire on the *s.s. Woodbridge*, the coal piled up in the hold collapsed, and one of the crew, a European, was so badly scalded that he had to be removed to hospital where he died on the following day.

The Port Trust fire service, says the *Advocate of India* of May 14th, are hard at work, especially since the arrival of the *Nordpol*, and it is to be hoped the fire will soon be got under.

## STRAITS TRADING COMPANY.

The following is the report of the Directors to the members of the Straits Trading Company.—

Your Directors now submit the accounts for the half-year ending 31st March, 1904, being the second half of the business year 1903-1904. After making full provision for bad and doubtful debts, the net profit amount to \$405,045.33, to which has to be added the balance, \$83,405.51, brought forward from last account, giving together a sum of \$488,550.84, for disposal on 31st March, 1904. Your Directors recommend:—1. That a dividend of \$1, and a bonus of 25 cents per share be paid to shareholders, absorbing \$312,500. 2. That \$50,000 be added to the Reserve Fund, which will then stand at \$700,000. 3. That \$30,000 be transferred to Bonus Account. 4. That the balance of \$95,950.84 be carried forward to a new account.

The local price of tin advanced with fluctuations from \$68 to \$88 in December, partly in consequence of a declining exchange, but principally in sympathy with a sterling advance, from £114 10s. to £134, caused by predictions—which have not been confirmed by export figures—of a falling off in quantity of shipments for the first few months of this year. January and February showed a steady decline in sterling prices with a partial recovery in March, while locally prices fluctuated between \$85 and \$74 per picul. The works both at Pulau Brani and Penang have been kept up to a high state of efficiency and are easily capable of dealing promptly and satisfactorily with a still larger business.

(Sd) C. MCARTHUR,  
Managing Director.

## RUSSO-JAPANESE WAR FUND.

- (1) Providing additional comforts in Hospital treating all sick and wounded from the War.
- (2) Aid of the families of Japanese killed in the War.

Mr. J. R. M. Smith, the Hon. Treasurer, begs to acknowledge with thanks the following subscriptions for either (or both) of the above objects, as indicated on the subscription lists:

Already acknowledged	... \$30,271.86
H. E. General V. Hutton C. B.	... 100.
Carmichael and Clarke	... 100.
H. Jackson	... 25.
L. S. Lewis	... 10.
	\$30,366.86

## TANJONG PAGAR DOCK CO.

## DIRECTORS' REPLY TO MR. ANDERSON'S LETTER.

The following letter from the London Consulting Committee of the Tanjong Pagar Dock Co., in reply to Mr. John Anderson's recent attack, was received by the Singapore shareholders in the Company:

12, Fenchurch Street,  
London, 2nd May 1904.

To the shareholders in the Tanjong Pagar Dock Co., Ltd.

Ladies and Gentlemen,

Accompanying this is the usual copy of the Minutes of the last General Meeting of the Company. Therein you will notice are recorded certain Motions by Mr. Anderson, who took occasion in proposing them to express himself in severe condemnation of pretty well everything the Company has done for a good many years past. In a curious attitude of detachment he constitutes himself high critic of his fellow-shareholders, and appears convinced that it is the only opinion on the affairs of the Company worthy of consideration. He is most unspare with all who have at any time ventured to disagree with him, and particularly reproachful of those who, in the exercise of the duties of their position, have ever subjected him to any semblance of control.

He was very ably answered on the spot by Mr. Stringer, and the Committee would have been quite content with that refutation on their behalf. But it is represented that the silence with which they would prefer to treat Mr. Anderson's exhibition of unfriendliness runs some risk of mis-construction, and that a disclaimer however brief is expected by the shareholder. The trouble, however, is that his strictures are so vague and discursive as to render brevity almost an impossibility: while to follow him in detail *serialism* would result in a communication too tediously long to leave a hope of perusal. The Committee, however, do not shirk the task and are quite willing to prepare such a reply should any considerable body of the shareholders regard such of his accusations as are not presently referred to here of sufficient gravity to warrant it.

With regard to his criticism of such action as has been from time to time decided, upon by the Company in General Meeting, as for example:—

The Constitution of the Consulting Committee,

The Reconstruction of the Company, and The Acquisition of the New Harbour Dock,

the Shareholders will possibly prefer to abide by their own judgment to adopting the views of their critic: more especially as Mr. Anderson's opinion of at least the last mentioned act of the Company was not always what it is to-day: for in acknowledging the telegram advising the completion of that transaction, he wrote:—

"The feeling unanimously held by the Members of the Board here is that the Committee is to be warmly congratulated upon having succeeded—on terms which, from this Company's view, are considered to be most satisfactory—in bringing into practicable form a scheme of union which has long been considered desirable as to the natural consummation of the existing joint purse arrangement."

No were the negotiations conducted in the arbitrary manner he represents but, on the contrary, he had, from the Chairman of the Committee, the earliest possible foreshadowing of every step taken; while the negotiations, it may be added, were conducted in conjunction with Mr. Anderson's own senior partner then in London, who doubtless also fully advised him.

In several other instances Mr. Anderson has been equally unfortunate in his references. On the subject of the large Graving Dock, for example, he represents the Committee as haggling with him to reduce the estimate from \$2,000,000 to \$1,800,000, while the simple fact is that the Board's own figure was originally \$1,800,000. Later on, they had amended it to \$2,000,000, but were not so specific in advising the Committee of that as they might have been with the result that, in telegraphing their sanction, the Committee inadvertently used the original figure. Immediately this was pointed out to them they sanctioned the larger figure.

Mr. Anderson is very censorious now over the appointment of a Managing Director with prospective inclusion by that official of the functions hitherto of Chairman. But his view of this was, not so long ago, very different, and he may even be said to have instigated the appointment; for on 24th July, 1902, he wrote to the Committee:—

"I stated in London, as clearly as could be stated, my opinion that the day had passed away when the business of this Company was of such compass as enabled a Chairman, who had likewise matters and interests to attend to, to closely supervise and direct its management; and I pronouncedly said that whatever name might be given to the office,

the time had come when the supervising of executive direction heretofore done by the Chairman, could not be held, as in days gone by in the palm of a man's hand who has other business to attend to at same time."

Mr. Anderson makes one very serious accusation against the Committee, but—as is the case with others of less consequence—it is absolutely devoid of foundation. Mr. Anderson charges the Committee with obstructing the Board in their efforts to bring the Company up to a state of modern efficiency. Incredible as it may seem, the very reverse is the case. For over six years the Committee have been urging the Board to this end; and pressing them to allow no considerations of expense to stand in the way of its accomplishment. Even the letter of 6th July, 1899, which Mr. Anderson read to the meeting may be described as a belated echo of the Committee's own communications to the Board of more than a year before. Why there has been such regrettable delay in making progress has always been most perplexing to the Committee, but much is made clear by the revelation of antagonism to them disclosed in Mr. Anderson's extraordinary speech.

The great difficulty the Committee have had to overcome has been to convince the Board that mere local knowledge and experience had become quite insufficient to enable them to bring the Company up to date. That, in short, to cope with the new demands of the vessels of this side of the world they must provide themselves with a qualified modern staff from this side of the world and, armed with that, the essential modernizing of the property would ensue as a natural sequence.

Supported, as they have lately been, with such a staff much has been done, and a quite recent outcome has been the completion, at last, by competent hands, of a comprehensive scheme for the gradual development, on modern lines, of the whole property of the Company. An incident in connection with this scheme has served Mr. Anderson as his pretext to denounce himself. He proposed to publish the scheme along with the last half-yearly report, and applied to the Committee, as responsible for sanctioning the contemplated expenditure, for their approval of this course. The Committee would only give that on certain conditions, and those conditions Mr. Anderson would not comply with. His implication that the withholding of a scheme of such enormous importance from the knowledge of the shareholders is other than briefly temporary, until it can be sufficiently considered, is, it is needless to say, quite unwarranted.

The scheme was very remotely connected with the half-year's report and there was no urgency, therefore, for its simultaneous issue with that document. It is of a magnitude not only fully entitling it to treatment by itself, but calling for a very special expression of the Committee constituted for that purpose. The time left the Committee for its consideration was one week, and they did not find themselves competent to dispose of it in such haste. Above all, it seemed to the Committee imperative that its issue should be accompanied with some indication of how it was to be financed, and some reassurance to the shareholders that if it were at all possible, the normal dividend would not be disturbed. Another consideration was, the advisability of first submitting the Company's scheme to the Engineers charged with the Government scheme of Harbour improvement in order to avoid any preventable clashing of the two. In the end the Board courteously acquiesced in the representations of the Committee to delay publication, and the shareholders will now have the satisfaction of knowing, when publication does take place, that it is being done after the mature deliberation which the importance of the scheme demands.

So far as can be discriminated, Mr. Anderson's chief grievance is the Consulting Committee, and he hangers for its abolition. But the circumstance which called that body into being—namely that the great bulk of the proprietary are in this Country—exists in as marked a degree to-day as it did then, and, until that position has reversed itself, the Shareholders, however much they might wish to change its present personality, would make a great mistake to dispense altogether with such a salutary control over their property. It is apparently an offence in Mr. Anderson's eyes for a commercial company to run mainly for the benefit of its shareholders and, as far as can be made out, he seems to consider it almost wrong that Shareholders, far more deeply interested in the enterprise than he is, should be solicitous about the steadiness of their returns from it. Mr. Anderson is vehement for sweeping changes, not only as regards the Committee but in the Board itself, and has no patience with anyone questioning his judgment as to what is best for his fellow-shareholders. His attitude, in fact, is only consistent with aspirations towards sole directorship, but the general body of the shareholders will probably take the view the Committee do, that any greater concentration in hands otherwise fully occupied is against the forward interests of the Company.

Circumstanced as this Company is, it is perhaps too much to hope that internal dissensions will ever entirely disappear, but the Committee are hopeful that the reconstitution of the Board will tend to a restoration of former amicable relations between the two directing bodies, and thereby give the Company a chance for progressive work which it has not enjoyed for considerable time back.

By order of the Committee.

I am, Ladies and Gentlemen,

Yours faithfully,

LEWIS FRASER,  
Secretary of the London Consulting Committee.

It is stated that the proprietor and manager of the Tientsin branch of the Heng Bank which recently failed, have had to hand over all their private property to the China Merchants Company with whom they were heavily involved.

## ADMIRAL ROZHDESTVENSKY ON THE NAVAL SITUATION.

## WHAT THE RUSSIANS SHOULD HAVE DONE.

One of the most interesting contributions on the war which has hitherto appeared was published in the *Petit Parisien* on the 11th April, being an interview its St. Petersburg correspondent had with Admiral Rozhdestvensky, Chief of the Russian Naval Staff.

The Admiral said it was true that he had been offered and had accepted the command of the Baltic squadron, but it was less certain that he would ever take that squadron to the Far East. It was not yet decided that it should be dispatched thither. The possibility of its being sent to the Far East had certainly been taken into consideration. It had been resolved that the squadron should be ready by July 15th. Indeed, that was the express command of the Emperor. But even in official circles it had been too hastily concluded that the departure of the squadron for the Far East was a settled thing. That was not the case, for it was impossible to say what might happen between this and the month of July. Who could say that at that moment the squadron would not be required in the waters of the Baltic? Who could assure Russia that there would be no complications in Europe? Besides, according to the Admiral's personal opinion, in September the navy would have nothing more to do in the Far East. Admiral Rozhdestvensky went on to explain that at that time the Japanese would have transported to Korea more cannon, ammunition, and projectiles and provisions in sufficient quantity for a campaign of many months. They had docks to repair the damage done to their ships, and it would be puerile to attempt any longer to deny that they were admirably prepared from that point of view. In a word, they were formidable adversaries, against whom the Russians would have to exert themselves strenuously if they wished to succeed.

The Japanese, he added, did not hesitate to spend enormous sums for a result which, at first sight, seemed to be little commensurate with the effort made. Such a proceeding on their part proved that they felt certain of being able to renew their stock of ammunition, and that they had trusty friends who would furnish them with all they required. "We shall have a hard task to get the better of them."

In answer to a question as to his opinion respecting the naval tactics of the Japanese, Admiral Rozhdestvensky said that Admiral Togo had acted rightly in attacking Port Arthur and in maintaining his plan in spite of the fact that appearances were entirely against him. "He is sure to be able to get his ships repaired whenever he wishes, to obtain fresh supplies of ammunition—we have ascertained this from a trustworthy source—and in case of need he can speedily change his heavy guns if they should be too much damaged. While he renders our fleet at Port Arthur immobile and forces it to remain on the defensive he is inuring his own crews to their work and accustoming officers and men to action, whereby they are being trained and hardened, while our sailors, unaccustomed to this constant activity in warlike manœuvres, are irritated and disheartened."

In reply to the objection that Admiral Makarov had frequently taken the offensive, Admiral Rozhdestvensky said that was true, but Admiral Makarov was made a prisoner by a condition of affairs which he had not created, and which it was beyond his power to modify. He was an excellent sailor, an expert in naval affairs, and a daring leader, but all that did not save him from having his forces held fast under Port Arthur by Admiral Togo, who, while he bombarded the fortress and secured for his crews the moral advantage of attack, gave the Japanese transports time to and numerous columns of infantry in Korea in perfect safety.

In reply to the question what should now be done, the Admiral exclaimed with much animation:—"We are now doing what remains to be done, we are defending the honour of the flag. It is at a previous stage that another course ought to have been adopted. Attack should have been met by attack, they should have advanced against the enemy, fought to the death—you understand me—with guns, mitrailleuses, with fists, and even with their teeth. It should have been victory or death, but in any case it was indispensable to inflict upon the enemy such loss as to have rendered the landing of troops impossible. Sacrifice the fleet if need be, but, at the same time, deliver a fatal blow to the Japanese naval power. Disembarkation would thus have become impossible. You now understand why it was essential to take the offensive at any cost. Why was it not done? Why have they not made it impossible for Togo to renew his attempt? . . . The Japanese have lost nothing. The bridge of the ironclad *Asama* was destroyed and a turret was damaged, but this damage has now been repaired. We have ascertained this from a sure source."

## ROYAL HONGKONG GOLF CLUB.

Following were the cards returned at the monthly meeting held at Happy Valley from the 4th to the 6th June, 1904:—

## CAPTAIN'S CUP:

The Bishop of Victoria	... 88 - 12 = 76
Mr. J. Rodgers	... 90 - 12 = 78
M. T. S. Forrest	... 79 + 3 = 82
Mr. A. Boyd	... 78 - 18 = 79
Mr. J. Johnstone	... 83 - 5 = 80
Mr. W. D. Kraft	... 90 - 15 = 85
Dr. Drew, R.N.	... 90 - 10 = 80
Mr. W. W. G. Ross	... 95 - 13 = 82
Mr. T. C. Gray	... 97 - 14 = 83
Mr. C. A. Parker, R.N.	... 92 - 6 = 86
Mr. R. T. Sayle	... 101 - 15 = 86

## POOL:

Mr. A. Boyd	... 93 - 18 = 75
Mr. J. Rodgers	... 90 - 12 = 78</td

## Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	On 8th June.
GLASGOW and LIVERPOOL	"KINTUCK"	On 12th June.
GLASGOW and LIVERPOOL	"KEEMUN"	On 25th June.
GLASGOW and LIVERPOOL	"MOVUNE"	On 1st July.
GLASGOW and LIVERPOOL	"OANFA"	On 14th July.

SS. "KINTUCK" left Singapore yesterday, and is due here on 12th inst.

## HOMewardS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 15th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.
LONDON & ANTWERP	"YANGTSZE"	On 5th July.
LONDON & ANTWERP	"KINTUCK"	On 19th July.
GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 25th July.
LONDON & ANTWERP	"MOVUNE"	On 2nd August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"STENTOR"	On 10th June.
S.S. "NINGCHOW" from Pacific Coast, via Japan, is due here on 10th inst.	"OANFA"	On 17th July.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 8th June, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"BUNGHKIO"	10th June.
SHANGHAI	"CHANGCHOW"	11th "
KOBE	"CHINGTU"	16th "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	20th "
PORT DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	5th July.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 8th June, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 11th June, at 10 A.M.
ZAFIRO	2540	A. Fraser	"	SATURDAY, 18th June, at 10 A.M.
PERLA	1980	A. H. Notley	"	

For Freight or Passage, apply to

SHEWAN, TAMES &amp; CO., GENERAL MANAGERS.

Hongkong, 4th June, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,196	Schuldt	June 14th, 1904.
"NICOMEDIA"	4,730	Wagner	July 14th,
"ARABIA"	4,483	Bable	August 14th,
"NUMANTIA"	4,730		September 14th,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States' Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

## HONGKONG-CANTON LINE.

## THE British Steamship

## "YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 9 P.M.

1st Class, \$3.00 for Single Journey.

2nd Class, \$1.50 "

Meals, 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.

No. 216, Wing Lok Street.

WENDT &amp; CO., Canton Agents.

MING ON &amp; CO., 2nd Floor, No. 16, Victoria Street, Hongkong, 10th January, 1904.

## Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

## REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

## ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st February, 1904.

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## MESSAGERIES CANTONNAISES.

J. TREVOUX &amp; CO.

## HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

## "PAUL BEAU."

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European, \$5.00

Second Class European, 3.00

First Class Chinese, 1.50

Second Class Chinese, 80

Deck, 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central, Hongkong, 23rd March, 1904.

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## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey, 54

Meals, (Each) 1.

The Company's Wharf is a Short Distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West, Hongkong, 17th February, 1904.

[1H]

## REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SATSUMA" 9th June.

"RICHMOND CASTLE" 24th "

"ST. FILLANS" 30th "

"LOWTHER CASTLE" 31st July.

For Freight and further Information, apply to

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 6th June, 1904.

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## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "YUENSANG."

Captain P. H. Rolfe, will be despatched as above, on FRIDAY, the 10th inst., at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 6th June, 1904.

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## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

## FOR

**Intimation.**  
**THE HONGKONG TELEGRAPH.**

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS—*Telegraph*, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

**ADVERTISING DEPARTMENT.**

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

**ADVERTISEMENT RATES.**

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three .....	20.00
Six .....	37.50
Twelve .....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 .....	10 .....
12 .....	35 .....

**DOMESTIC OCCURRENCES.**

Notices of Births, Deaths, and Marriages: \$1 each insertion in the Daily and Weekly.

**CONTRACT ADVERTISEMENTS.**

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

**JOBBING DEPARTMENT.**

Job Printing of all descriptions undertaken.

**PROGRAMMES.**

**PAMPHLETS.**

**CARDS.**

**CIRCULARS.**

**EXPRESSES.**

All job printing is done under European supervision, well turned out, free from error, and remarkably cheap at

**THE HONGKONG TELEGRAPH**

**OFFICE.**

Estimates given for all classes of work on application to

**THE MANAGER,**  
HONGKONG TELEGRAPH CO., LTD.  
1, ICE HOUSE ROAD,  
HONGKONG.

**PHILIPPINES.**

Pera, Br. s.s. 4,916, A. L. Valentini, 7th June, —Yokohama 8th June, Gen.—P. & O. S. N. Co.  
Satsuma, Br. s.s. 2,600, W. Chubb, 8th June, —Amoy 6th June, Gen.—D. & Co., Ltd.  
Taichow, Gen. s.s. 862, H. Albers, 8th June, —Bangkok 1st June, Rice.—M. & Co.  
Woosung, Br. s.s. 1,109, M. Dawson, 8th June, —Shanghai 3rd June, Gen.—B. & S.  
Kwangtung, Ch. s.s. 1,440, Lincoln, 8th June, —Canton 7th June, Gen.—C. M. S. N. Co.  
Apenrade, Ger. s.s. 611, A. P. Ulderup, 8th June, —Pakhoi 5th June, and Hoihow 7th, Gen.—J. & Co.  
M. Struve, Ger. s.s. 966, P. Brandt, 8th June, —Tamsui 5th June, Amoy 6th, and Swatow 7th, Gen.—O. S. K. S.  
Lyéemoon, Ger. s.s. 1,148, Th. Lehmann, 8th June, —Canton 7th June, Gen.—S. & Co.  
Foo Shing, Br. s.s. 1,423, T. Arthur, 8th June, —Canton 7th June, Gen.—J. M. & Co.  
Opland, Nor. s.s. 87, Th. W. Schlythe, 8th June, —Canton 7th June, Coal.—M. B. K.  
Oscar II, Nor. s.s. 2,000, R. Olsen, 8th June, —Moj 2nd June, Coal.—M. B. K.  
Pronto, Gen. s.s. 632, Luppi, 8th June, —Amoy 6th June, Ballast.—H. A. L.  
Siam, Br. s.s. 992, R. A. Binnis, 8th June, —Shanghai 4th June, Ballast.—Geo. McDain & Co.  
Haiyan, Fr. s.s. 377, Andersen, 8th June, —Pakhoi and Hoihow 7th June, Gen.—A. R. M.  
Sachsen, Ger. s.s. 3,119, R. Pesch, 8th June, —Japan via Shanghai and Foochow 4th June, Mail and Gen.—M. & Co.

**SAILING VESSELS.**

Eclipse, Br. ship, 2,978, J. McBryde, 10th May, —New York 10th Dec., 1903, Case Oil—S. O. Co.  
Maria Le, Ital. br., 1,118, D. Urso, 6th April, —Freemantle 7th Feb., Sandalwood—Order.  
Odd, Nor. br., 997, Arnoldsen, 28th May, —Bunburg 2nd April, Timber.—S. T. & Co.  
Troncate, Br. br., 949, A. Hutton, 28th May, —Freemantle 23rd May, Sandalwood—Gillman & Co.

Hongkong & Whampoa Dock Returns.

U.S.S. Wisconsin ... at Kowloon Dock  
U.S.S. Barry ..... " " "  
U.S.S. Chauncey ..... " " "  
U.S.S. Decatur ..... " " "  
U.S.S. Wilmington ..... " " "  
U.S.S. Pathfinder ..... " " "  
Mathilde ..... " " "  
H.I.G.M.S. Tsingtau, ..... " " "  
Hopsang ..... Cosmopolitan "  
Chingwo ..... " Aberdeen "  
Aragon ..... " " "

**Steamers Expected.**

Vessels	From	Agents	Due
America Maru	Shanghai	P. M. Co.	June 9
Tijpanas	Macasar	C. J. J. L.	June 10
Chingtu	B. & S.	"	June 11
Mongolia	Japan	P. M. Co.	June 11
Sardinia	Singapore	P. & O. Co.	June 13
Nankin	Singapore	P. & O. Co.	June 14
Emp. of India	Japan	C. P. R. Co.	June 14
Gatherine Apçar	Singapore	D. S. & Co.	June 14
Athenian	Vancouver	C. P. R. Co.	June 28
Nicomedea	Portland	P. & A. Co.	June 28

**Ships Passed The Canal.**

Outward—29th April—Armand Behic, Java, 3rd May—Ambrida, St. Kilda, 10th May—Benary, Louther Castle, 14th May—Nesior, Stenior, Sardinia, Anamba, 17th May—Cassius, Kennebeck, Denbighshire, Masson, 19th May—Maitre, 20th May—Gisela, 23rd May—Glenloch, Bucatour, Yarra, C. Fird Laisse, 27th May—Socotra, Keemun, Vega, 1st June—Anapa, Suvita, Stam, Germanicus, Radenia, Roon, Indraswadi, 4th June—Tonkin, Moyne, Sylva, 6th June—Beniaris, 7th June—Radnorshire.

Homeward—3rd May—Albenga, Pak Ling, 14th May—Salaria, 27th May—Palawan, 1st June—Brigavia, 6th June—Telsamachus, 12th June—Latah, 13th June—Cebu, 14th June—Abesina, Prins Heinrich, Annan, 7th June—Tydeus.

**THE WEATHER.**

The following report is from Mr. J. J. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 8th at 11.30 a.m. The barometer has risen in Western Japan and fallen in the Yangtze valley; elsewhere the changes are trivial.

Gradients are very slight on the China Coast and light variable winds will prevail in the Formosa Channel. Pressure is still low in the China Sea and moderate NE. winds will be met with in the northern part.

Forecast—Moderate NE. winds, cloudy, some rain.

Str. *Kwangtung* from Shanghai—Experienced dense fog up to Turnabout, thence to port light variable winds and overcast, rainy weather.

Str. *Siam* from Shanghai—S.Wly winds, with rain throughout, sighted steam launch *Alexandria* bound N. on the 7th inst.

Str. *Kwangtung* from Shanghai—Experienced dense fog up to Turnabout, thence to port light variable winds and overcast, rainy weather.

Str. *Siam* from Shanghai—S.Wly winds, with rain throughout, sighted steam launch *Alexandria* bound N. on the 7th inst.

CHINA COAST METEOROLOGICAL REGISTER.

June 7th, 1904, a.m.

Bar. Th. Hu. Wind W.

Vessels in Port.	Bar. a.m.	—	—	—	—
Alesia, Ger. s.s. 3,312, F. Sachs, 7th June, —Hamburg 23rd April, and Singapore 1st June, Gen.—H. A. L.	29.76	—	—	—	—
Amara, Br. s.s. 1,565, C. J. Mattcock, 1st June, —Kohsin-chang 26th May, Rice and Flour—J. M. & Co.	29.63	—	SE	4	—
Andree Rickmers, Ger. s.s. 1,020, H. Kohn, 3rd June, —Bangkok 26th May, Rice and Flour—J. M. & Co.	29.75	—	NW	4	—
Anton, Br. s.s. 1,020, H. Kohn, 3rd June, —Bangkok 26th May, Rice and Flour—J. M. & Co.	29.75	—	NE	4	—
Barbadoes, Br. s.s. 1,020, H. Kohn, 3rd June, —Bangkok 26th May, Rice and Flour—J. M. & Co.	29.75	—	NE	4	—
Capri, Ital. s.s. 2,717, G. Belsito, 3rd June, —Bombay 17th May, and Singapore 28th, Gen.—C. & Co.	29.82	—	SE	3	—
Chowta, Ger. s.s. 1,055, J. Kohler, 4th June, —Bangkok 26th May, and Swatow 3rd June, Rice and Gen.—B. & S.	29.82	—	SE	3	—
Glenfar, Br. s.s. 2,102, H. Holman, 6th June, —London via Port and Singapore 30th May, Gen.—McG. Br. & Gow,	29.82	—	SE	3	—
Gregory Apçar, Br. s.s. 1,2940, J. G. Olifent, 29th May—Calcutta 14th May, via Penang and Singapore 3rd June, Gen.—D. S. & Co.	29.82	—	SE	3	—
Hesteburn, Br. s.s. 1,784, W. G. McArthur, 7th June, —Sydney 14th May, and Manila 4th June, Gen.—G. L. & Co.	29.82	—	SE	3	—
Borneo, Ger. s.s. 1,168, E. Muhle, 30th May, Sandakan 26th May, Timber and Gen.—M. & Co.	29.91	—	SE	3	—
Captain, Ital. s.s. 2,717, G. Belsito, 3rd June, —Bombay 17th May, and Singapore 28th, Gen.—C. & Co.	29.82	—	SE	3	—
Chowta, Ger. s.s. 1,055, J. Kohler, 4th June, —Bangkok 26th May, and Swatow 3rd June, Rice and Gen.—B. & S.	29.82	—	SE	3	—
Glenfar, Br. s.s. 2,102, H. Holman, 6th June, —London via Port and Singapore 30th May, Gen.—McG. Br. & Gow,	29.82	—	SE	3	—
Gregory Apçar, Br. s.s. 1,2940, J. G. Olifent, 29th May—Calcutta 14th May, via Penang and Singapore 3rd June, Gen.—D. S. & Co.	29.82	—	SE	3	—
Hesteburn, Br. s.s. 1,784, W. G. McArthur, 7th June, —Sydney 14th May, and Manila 4th June, Gen.—G. L. & Co.	29.82	—	SE	3	—
Borneo, Ger. s.s. 1,168, E. Muhle, 30th May, Sandakan 26th May, Timber and Gen.—M. & Co.	29.91	—	SE	3	—
Captain, Ital. s.s. 2,717, G. Belsito, 3rd June, —Bombay 17th May, and Singapore 28th, Gen.—C. & Co.	29.82	—	SE	3	—
Chowta, Ger. s.s. 1,055, J. Kohler, 4th June, —Bangkok 26th May, and Swatow 3rd June, Rice and Gen.—B. & S.	29.82	—	SE	3	—
Glenfar, Br. s.s. 2,102, H. Holman, 6th June, —London via Port and Singapore 30th May, Gen.—McG. Br. & Gow,	29.82	—	SE	3	—
Gregory Apçar, Br. s.s. 1,2940, J. G. Olifent, 29th May—Calcutta 14th May, via Penang and Singapore 3rd June, Gen.—D. S. & Co.	29.82	—	SE	3	—
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Borneo, Ger. s.s. 1,168, E. Muhle, 30th May, Sandakan 26th May, Timber and Gen.—M. & Co.	29.91	—	SE	3	—
Captain, Ital. s.s. 2,717, G. Belsito, 3rd June, —Bombay 17th May, and Singapore 28th, Gen.—C. & Co.	29.82	—	SE	3	—
Chowta, Ger. s.s. 1,055, J. Kohler, 4th June, —Bangkok 26th May, and Swatow 3rd June, Rice and Gen.—B. & S.	29.82	—	SE	3	—
Glenfar, Br. s.s. 2,102, H. Holman, 6th June, —London via Port and Singapore 30th May, Gen.—McG. Br. & Gow,	29.82	—	SE	3	—
Gregory Apçar, Br. s.s. 1,2940, J. G. Olifent,					

## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th June, 1904,  
at 1 P.M., the Company's Steamship  
"AUSTRALIEN," Captain Verron, with  
Mails, Passengers, Specie, and Cargo,  
will leave this Port for MARSEILLES, via  
Port of Call, WITHOUT TRANSHIP-  
MENT.

Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 13th June, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 1st June, 1904.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMER-  
ICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for EOMBAY, on SATURDAY, the 18th June,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Silk, and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 4th June, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.  
Tramont 9,606 T. W. Garlick, June 28  
Lyra 4,417 G. V. Williams, Aug. 4  
Shawmut 9,606 W. M. Smith, Sept. 1  
Tramont 9,606 T. W. Garlick, Oct. 1  
Shawmut 9,606 W. M. Smith, ...

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

Tramont 9,606 T. W. Garlick, (Ab. June 13  
Shawmut 9,606 W. M. Smith, (Ab. Aug. 12

CHEAP FAIRS, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw a.s. Shawmut and Tramont  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steadi-  
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further Information, apply to  
DODDWEIL, & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 4th June, 1904.

## Consignees.

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE H. A. L. Steamship  
"ALESIA,"  
Captain Sachs, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless notice  
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be  
landed in the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 14th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 7th June, 1904. [698]

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"  
FROM PORTLAND (OR.), YOKOHAMA,  
KOBE AND MOJI.

THE above steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Countersigna-  
ture and to take immediate delivery of their  
goods from alongside.

Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

ALLAN CAMERON,  
General Agent.

Hongkong, 7th June, 1904. [115]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"LAISANG,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M. the 8th instant, will be  
landed at Consignees' risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 6th June, 1904. [692]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESEBRO',  
LONDON, AND STRAITS.

THE Steamship

"GLENFARG,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, at  
Kowloon, where each consignment will be  
sorted out mark by mark, and delivery can be  
obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant will  
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognised.

McGREGOR BROS. & GOW.  
Hongkong, 6th June, 1904. [693]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLARAT,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as the  
Goods are landed.

This vessel will be on cargo:-

From London, &c., ex S.S. Macedonia and  
Palma.

From Calcutta, ex S.S. Sunda.

From Persian Gulf, &c., ex S.S. B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M. TO-DAY.

Goods not cleared by the 9th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the  
Godowns for examination by the Consignees'  
and the Company's representative at an  
appointed hour.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns.

K. A. HEWETT,  
Superintendent.

Hongkong, 4th June, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERV.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE AMOUNT AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$6,500,000 \$250,000	\$1,417,366	Div. of 5s. 10/- and bonus of 10/- @ exchange 1/81—\$22,994 for half-year ending 31.12.1903.	64%	\$65 sellers (London) 66.10/- \$38 buyers
National Bank of China, Limited	4,2453	\$10	\$8	\$75,533 \$19,973	\$21,668	\$2 (London 3/6) for 1903	51%	
Do. (Founders)	750	\$1	\$1					
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$69,143 \$78,445 \$90,672 \$90,000	\$1,959,926	\$3 for 1902	51%	\$345
China Traders' Insurance Company, Limited	24,00	\$83.33	\$25	\$151,992 \$33,134 \$22,123	Nil	\$4 for year ended 30.4.1903	64%	\$65 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 500,000 Tls. 31,850	Tls. 27,1580	Final of £1 making £3 for 1902		
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,724	\$186,884	\$12 for 1902	91%	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	7%	\$135 sellers
Fire INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22½ for 1902	72%	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,675 \$2,561	\$339,047	\$6 dividend & \$1 bonus for 1902	81%	\$385 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$53,000 \$149,409	\$41,538	\$1½ for second half-year 1903	10%	\$30 buyers
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$120,000 \$18,000	\$5,380	10/- for 1902	5%	\$119
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$18,500 \$7,18,53	Nil	\$3 for year ended 30.6.1903		